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# THE ARIZONA REPUBLICAN

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TWENTY-FIRST YEAR.

20 PAGES.

PHOENIX, ARIZONA, TUESDAY MORNING, NOVEMBER 8, 1910.

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## RECORDS BROKEN ON FIRST DAY OF FAIR

Crowd Larger Than On First Days of Other Fairs Copied  
De Ora Lowers Track Time

### WILBUR LOU EQUALS A WORLD TROTTING RECORD

Weather Perfect, Track Nearly So, and Everything Combines to Make an Ideal Day for Kings of the Race  
Track Gathered Here From All Sections of the United States—Today Lady Maude C., George Gano, and Minor Heir Will Try to Lower Pacing Records.

Perfect weather, an enormous crowd, a great display of highly creditable exhibits, exciting races and exhibition miles by two fast horses, combined to make the first day of Arizona's sixth annual territorial fair a tremendous, unqualified success. From every standpoint the day was a triumph.

In the morning the Los Angeles-Phoenix auto road race finished in front of the grand stand and other cars continued to arrive until the horse races were almost over. Each one received a storm of applause from the crowd that packed the big grand stand to overflowing.

Early in the morning the crowds began to arrive from the city. Every street car was packed like a sardine tin, with reckless ones hanging by their eyeballs to the running gear. The passenger automobiles and carriages reaped a rich harvest. It required only a few minutes for a chauffeur or a driver to get a load down town. The McDowell road, Central avenue and Seventh avenue were long strings of automobiles, while Grand avenue was jammed with horse-drawn vehicles. The problem of transportation was solved remarkably well, considering the vast number of persons who went to the fair grounds. Not until two o'clock in the afternoon did the traffic slacken. In the afternoon, following the races, the congestion was even greater and had it not been for a special train which the Santa Fe ran from the grounds to the city, many would have walked or waited until far into the night before they found a way to come back to town.

The exhibits were the main attraction in the morning except for those who preferred to stand around the gate and wait for the arrival of the Los Angeles racers. The shows, the refreshment men and novelty salesmen along the "Hassayamp" did a rushing business. Every few minutes the captive balloon would take up a car full of passengers. In fact the balloon men had more business than they could attend to. Those who were lucky enough to be up in the balloon when the Kisselkar hove in sight beheld a wonderful view.

From the woman's department to the agricultural exhibits, to the mining building, along the Hassayamp and on up to the north end of the grounds where the race horses, the chickens, dogs, ostriches, sheep and cattle are kept, roamed the happy, jolly sightseers. It was a day of unadulterated joy for those who were lucky enough to have nothing to do except to see the fair.

It is estimated that 8000 people passed the fair grounds gates yesterday, breaking all records for a first day. And the first day crowd is never as large as it is later in the week. If other fairs can be accepted as a criterion, the largest crowd will be out automobile day, which this year falls on Thursday.

One pleasant feature was the en-

tire absence of dust. The grounds have been thoroughly sprinkled and there was no thick, heavy brown fog to choke one's throat and obstruct his nostrils.

This year the Hassayamp is unusually well supplied with midway shows that are really high class. The principal attractions are the Colorado Mummy, Eaton's museum of anatomy, a big snake, wild girl, oriental or "hochee cochee" show and a Spanish vaudeville show. The captive balloon, mentioned above, is the greatest attraction of all.

Music was furnished by the Copper Queen band from Bisbee, which was sent here at the expense of Walter Douglas. The fair commission is not paying a cent for the service of the musicians. It is conceded by all who know good music when they hear it that this band is as good as any ever heard here, though not as large as the Mexican military band which came to the fourth fair.

During the afternoon an excellent exhibition of fancy shooting was given just inside the half-mile track by a representative of the U. M. C. company. A trick bicycle rider furnished much amusement.

More has been done for the accommodation of the public at the fair grounds this year than ever before. The addition to the press stand is particularly appreciated by the newspaper men. The reporters also appreciate the telephones which have been installed free of charge in the press box by the Consolidated and Overland companies. A pay station booth has been fitted up in elegant style by the Consolidated.

**The Races.**  
Wilbur Lou, a California colt owned and driven by P. H. Halloway started the week's racing with a sensation by equaling the world's yearling trotting record of 2:23, held by Ad Bell.

It was announced by Starter W. P. McNair that Wilbur Lou would start to beat his own record of 2:30 1/4. After driving the little sorrel about the track a few times, Mr. Halloway nodded to the starter's box and was away on a mile that will be talked about by horsemen from one end of the country to the other.

Before Wilbur Lou had gone a quarter it was apparent that he was trotting a wonderful mile for a yearling. Those who were holding watches predicted that if the colt did not break he would certainly lower his own record but no one suspected that he would equal the world's record. His remarkable performance came as a complete surprise.

Without faltering once, Wilbur Lou swept around the track. As he came up the stretch every muscle was strained to the utmost and the speedy yearling was "reaching" for all he was worth.

When the timers announced the time of the mile the horsemen got together and began to ask each other if 2:23

(Continued on Page Seven.)

### THE NEW YORK BETTING.

Dix Is Reported to Be the Strong Favorite.

New York, Nov. 7.—Gossip today and tonight is that campaign betting odds in the last pre-election hours are between 3 to 1 on Dix and 3 1/2 to 1 on Dix. The Republicans charge, however, that the betting is largely fictitious and that the prices quoted are "wash" sales only.

It was reported tonight that just after the close of the Stock Exchange for the day one broker offered \$2,000 to \$3,000 and found no Stimson takers. It is said that longer odds, 3 1/2 to 1, were accepted early in the day. A bet of \$5,000 to \$5,000 that Dix's plurality would be 50,000 in the state was reported. Much Stimson money from Buffalo appeared in the afternoon, but the askers wanted four to one and found no takers.

A peculiar feature of the speculative records this year has been that whereas the general odds tend to tighten at the last moment, this time they are lengthened, by current report at least.

### HOT SPRINGS POSTMASTER.

Washington, Nov. 7.—(Special)—Richard H. Morgan has been appointed postmaster at Hot Springs, vice A. W. Chaffee, resigned.

## SUSPECTS EXPLANATION OF A CLEVELAND MURDER

Captured At Frisco as He Was About to Ship as a Sailor.

San Francisco, Nov. 7.—While working his way to the water front to ship as a seaman on a bark sailing tomorrow for Australia, Earle Pender, wanted in connection with the murder of Mrs. Walter Raymer at Cleveland, Ohio, was seized from behind by two detectives today before he had time to draw a revolver. Later he admitted that he would have resisted to death if given a chance.

To the detectives Pender related at length the details of the hold-up which resulted in the death of Mrs. Raymer, but he denied that he fired the fatal shot. He said he and William Van Gelder had stopped a vegetable wagon, the driver of which struck Van Gelder over the head with a whip. Van Gelder then shot the driver from the head of the driver and the latter whipped his horse into a run.

While this was transpiring, Raymer and his wife drove up from behind and as they were turning, according to Pender, his companion, enraged at the escape of the first driver, fired blindly at the Raymers. Pender said he heard a groan but did not know of Mrs. Raymer's death until the next day. Pender gave his occupation as a professional strikebreaker.

## WILL NOT WASTE LIFE ON THE CERTAIN DEAD

When Bodies are Recovered Mine of Pacific Coast Coal Company Will Be Abandoned.

Seattle, Wash., Nov. 7.—The recovery of the bodies of fifteen Italian, Belgian, Austrian and Polish repair men, killed by yesterday's dust explosion in the Lawson mine of the Pacific Coast Coal company, promises to be a long and expensive task.

The explosion destroyed the timbering of the slope which is 2,200 feet deep and permitted the overhanging shale rock to cave down into the slope. It may be necessary to rebuild the entire shaft to reach the bodies. The mine is so nearly worked out that it will be abandoned after the bodies are removed.

If the explosions had taken place any other day but Sunday, the loss of life would have exceeded 100. The mine owners are determined that no life shall be lost in seeking for the men as they are assuredly dead.

## COMPROMISE OF FACTIONS

A Sudden Clearing of Sky  
In the Convention

### THE CUNIFF AMENDMENT

On Which the Segregationists and Anti-Segregationists Stand for a Time at Least in Harmony—The Recall Will Be Up Today.

Out of a most threatening situation in the constitutional convention yesterday there came a compromise on the segregation feature of the proposition by the adoption of the Cuniff minority report of the legislative committee last week.

When the unfinished initiative and referendum measure was taken up in the whole committee, with Mr. Ingraham in the chair, Mr. Roberts moved that paragraph 8 of the proposition be adopted. It was plain that Mr. Roberts did not understand the status of the proposition and it turned out that nobody was quite sure of it. A reference to the record showed that action on it had been postponed; that there was pending an amendment by Mr. Webb calculated to give the counties absolute control over the towns and that there was also pending a motion by Mr. Coker to substitute for the Webb amendment one absolutely protecting incorporated towns and cities from county control.

With the air of one who knew his strength, Mr. Coker introduced still another amendment much more sweeping than the former one. It proposed that even school districts as well as cities and towns should be invested with home rule.

Further Delay Sought.  
It was the general opinion that if this amendment came to a vote, it would be adopted. Mr. Crutfield therefore made a motion to defer consideration of it and all other related matters. The motion went to a vote without debate and was defeated by 21 to 29.

This did not exactly represent the comparative strength of the two factions. A couple of members who were opposed to segregation voted against the motion. They could see no use in prolonging the agony.

Judge Baker made a strong protest against the Coker amendment. He feared that the convention was about to do something at which Arizona would blush. The parting of the ways had been reached. The convention stood on the brink of a chasm. Judge Baker said that he was not concerned with the struggle between the saloon keepers and the prohibitionists, but that amendment he said would remove from the counties the power to tax property in the cities and towns for county purposes. It would also be so mangling of the initiative and referendum provision that it could not be recognized by any friend of direct legislation between Maine and Oregon.

That paragraph 8 was confusing he admitted. The original paragraph had been clear. It had taken away no right that the towns enjoyed under the present segregation law and had not disturbed the status of either the saloons or the prohibitionists. The confusion in paragraph 8 had grown out of efforts to amend it to meet the various views of all concerned.

Judge Doe rose to inquire of Judge Baker if he seriously believed what he said when he stated that under the Coker amendment the county would be

(Continued on P. 7, Second Section.)

### CHARGED WITH FRAUD.

Former President of a Kansas College Will Face Accusers.

Boston, Mass., Nov. 7.—Rev. Dr. Norman Plass, former president of Washburn college, Topeka, Kansas, and until two months ago, head of the Redeemable Investment company of this city, raided by the government last month, surrendered to the federal authorities today and pleaded not guilty to a warrant charging him with the use of the mails in a scheme to defraud.

Plass crossed the continent from Victoria, B. C., to face the charge. The Redeemable Investment company was organized three years ago by Plass and several of his friends and it was stated that the company held a controlling interest in several mining and lumber properties in the west.

### A WELTER WEIGHT CONTEST.

Schnectady, N. Y., Nov. 7.—In a fight, said to be for the welterweight championship, Harry Lewis knocked out "Fighting Dick" Nelson here tonight in the second round of a scheduled ten round bout, before the American club. Lewis is about 15 pounds heavier than Nelson.

In the second Nelson took the count twice and the third time a blow on the face caused him to be counted out.

## REIGNING HOOODOO OF ATLANTA SPEEDWAY

Number Thirteen Played General Havoc But in Spite of It New Record Was Made.

Atlanta, Ga., Nov. 7.—Traveling 72 miles an hour, Joe Horan, driving a Lozier, won the 250 miles speedway grand prize here today and set a new American record for that distance. The time was 3 hours and 26 minutes, 15.10 seconds, and beats the previous record by 4 hours, 35 minutes, 57 1/2 seconds, made by Burman in a Buick, on the Indianapolis speedway, August 13, 1909, and comes within four minutes of equalling the world's record for 300 miles, made by Brodericks in England. Horan received \$3,000 of the \$5,000 prize offered for the race.

The No. 13 carried by R. J. Church is a Simplex, is held responsible by some drivers, not only for Church's ill luck, but also the many accidents that befell other cars. As car No. 13 swept up with the leaders on the first 25 miles, many other cars immediately began to suffer from engine troubles, and had to be sent to the repair pits. Then No. 13 blew a fire. This was followed by popping tires from other entries all around the course. Finally No. 13 jumped the track on the fourth mile. Louis Disbrow's Pope-Hartford broke down at the same place, and was pushed off the course through the same hole in the fence No. 13 had made.

Burman, driving the Marquette—a Buick—could not shake off the hoooodoo, stopping just nine times when tires were ripped off. After two of his most dangerous rivals, Harroun and Dawson, quit the track with engine trouble, Burman began to chase after Horan.

With Burman in striking distance, both stopped with flat tires, but Burman's helpers, the second time during the afternoon, grabbed the wrong tire and lost all that had been gained. Horan, meanwhile, drove into a safe lead.

### NIXON VS. PITTMAN.

A Nevada Case That Will Be Settled Today.

Reno, Nov. 7.—The night before the battle in Nevada finds the leaders of both parties making strong predictions of victory. The Republicans have concentrated their strength on the congressional candidates, especially George S. Nixon, incumbent, who seeks reelection. The Democrats, led by Key Pittman, democratic candidate for United States senator, has made the strongest fight in the history of the state.

### THE WEATHER.

Washington, Nov. 7.—Forecast for Arizona: Fair Tuesday and Wednesday.

## KISSEL KAR'S KOIN IN GRINDING FINISH

Transcendent Road Event in All the History of Automobiling World

### TWELVE DESPERATE CONTESTANTS FOR TROPHY CUPS

Franklin and Pope-Hartford Take All the Money Herrick Couldn't Get—But There's Glory Enough for All Participants—Losers a Royal Bunch Who Struggled Hard Against Fearful Odds—Republican Not Less Proud of The Race It Fostered Than Those Who Made It.

Winging his way like a simoom over the desert sands and slashing through the white settlements, Harvey Herrick, a native of this city, accompanied by O. W. Kern, drove the Kissel Kar to victory yesterday in the greatest nerve-racking road race that ever depended on wheels, luck, judgment and a gas engine. Contesting desperately for first place, the drivers no whit less venturesome nor lacking in mettle, came the Pope-Hartford, second, with W. D. Tremaine at the wheel, and the Franklin third with Ralph Hamlin driving like a demon, but rather unwilling to admit it. When time was measured the Franklin was found to be in the second place in the race having put it over the Pope-Hartford by a narrow margin. The finish and the running time of the three cars in the money was as follows: Kissel Kar, arrived at 11:12 a. m., running time 15:44; Franklin, arrived at 11:15 1/2 a. m., running time 15:16 1/2; Pope-Hartford, arrived at 11:18, running time, 17:17.

The other cars arrived in the following order: Mercer, with Bigelow and S. L. Harris at the wheel, at 12:33; Rambler, piloted by Sheriff and Schriver, at 1:03 p. m.; Duro Car, driven by Charles Fuller Gates and Harry Bryan, mechanicalian, at 1:14 1/2; Parry, driven by Dull and Horne, at 1:16; Vellie, 1:32 1/2, driven by J. H. Stickney; Ford, at 1:42, driven by E. Roger Stearns, Charles Harris mechanicalian; Ohio, at 2:56 1/2, driven by Ross Henderson and Dick Graeme, the latter of Phoenix; Apperson, at 4:21, driven by Harris M. Hanshue and Lee Gehrick. As none of these cars are in the money their time is material only from curiosity and for information the reader is referred to the table. Mr. Gates, who drove the Durocar, says there are some inaccuracies in the time owing to the fact that incorrect information came through as to the arrival of the cars in Ehrenberg the night before, hence some of them started from the river five or ten minutes earlier or later than the hours in which they are placed in The Republican's table. These inaccuracies he says do not affect the winning cars and probably do not affect the position of any car finishing.

As the running time may be changed a little in some instances. This however cannot be successfully changed until the arrival of the checkers from Ehrenberg, when the records will be accurately gone over. And speaking of checkers, what may prove to be one of the most tragic events of the race was reported last night about a o'clock to President Bullard in a telegram from J. L. Fremau, one of the checkers, then at Salome. Fremau said his car turned turtle, the steering arm and axle were broken and Sam Dunlop, the other checker was hurt, he did not say how badly.

The above describes the net results of the race in important points. One announcement is here made at the request of President Bullard, as being the best place to reach the eye of the automobile men. That is that the big banquet will begin at 7:30 tonight in the K. of P. hall and will be an informal affair, no dress suits. Let all who have tickets be prompt.

Returning to the features of the race, there is more of interest than can be told in a dozen stories. C. L. Leppo, southern California distributor of the Kissel-Kar factory, witnessed the splendid finish of the Kissel Kar at the fair grounds and later, in an interview with The Republican, said: "I was confident from the first that the Kissel would win and I believe now that the Kissel will stand more punishment than any other car which was entered in this long race. The only suggestion that I would have to make in connection with the event is, that another trophy should have been offered in addition to The Republican cup for the car which finished in the best shape. Had there been such a prize the Kissel would have won it."

"It has been stated that 30 per cent is due to the drivers, 30 per cent to the car and 40 per cent to luck. I say that 60 per cent is due to the driver, 40 per cent to the car and equipment, as without question the one essential thing to

the results obtained was in the judgment of the operators." It was learned, though not from Mr. Leppo, that the Kissel Kar drove more of the time in the dark than any other car, owing to its leaving dates, and that more than half of its race was run without daylight. One clever turn on the part of Driver Herrick was when he had provided himself with a new cargo of oil and water at Blythe. Arriving there with the likelihood of no car passing him he took on the new cargo and was ready yesterday morning for the fray, without having to stop outside of control to reload. Herrick is a fearless driver and in last year's race had the wheel on the Isota. He is a son of the late Newton Herrick, the driver being a native of this city. Phoenix can get a little glory out of that fact.

The Franklin, which takes second place, also made an effort to be proud of. Hamlin certainly did himself proud even if he did not win, and he is a dead game sport. He told a Republican reporter that the only trouble he had with his car was that he had to wipe the dust off his speedometer occasionally. He had positively no trouble of any sort, tire or anything else. And speaking of Herrick he said that the race was a clean and fair one. That he, Hamlin, had driven just as fast as he wanted to over that kind of a road. He might have made better time by taking longer chances, but he believed safety was one object as well as speed. Herrick merely took a little more chance than he did and got away with it, as he said, "beating me fairly at my own game." Speaking of his next contestant, Tremaine, he said it was simply appalling the way that man hurled the chuckholes and glided over the ragged roads. He drove most amazingly and took desperate chances, sometimes having to stop and tinker up, and it was then that he, Hamlin, would pass him again. The Pope beat him into Phoenix in one of Tremaine's swift spurts in which his knowledge of the local road helped some. It occurred in the vicinity of the ostrich farm. Hamlin turned north; Tremaine kept on his way a short distance and then he turned north, cutting in ahead of Hamlin.

And of Tremaine, the game sport who handled the Pope, there are only words of commendation everywhere for his fine effort to land The Republican cup in a home garage. He drove the car all the way himself from start to finish, as did Hamlin and some of the others, and made a record between Los Angeles and San Bernardino. A. E. Gage was his mechanicalian. Ruse was not with them, as reported. His troubles began this side of Mecca and were tire troubles exclusively, though the principal difficulty was in the sand, giving rise to the story that his car could not take it. Every time a tire blew up the rims were buried in the sand and had to be dug out. He put five tires out of business on the trip and every time was up again and gone again.

One of the most sensational incidents of the race was in connection with the Abbott-Detroit, the only car not reported at the time of this writing, Monday night. The facts are learned from other drivers. Somewhere this side of Beaumont, Driver Spiegel lost his mechanicalian and was going so fast he never missed him until he had gone a mile. He returned, found the man unconscious, took him back to Beaumont and put him in a hospital, picked up a railroad mechanic to accompany him, and re-entered the race.

Next in point of sensation as a racing feature was the little Ford forty driven by Roger Stearns, a real sport if there ever was one. It was regarded as a joke when the little "road house" entered the race, but it proved to be a stayer from away back, even if it didn't finish strong on speed. Besides its smallness, it encountered much hard luck. Twenty-four miles this side of Dos Palms, (Continued on Page Three.)

## PACIFIC TIME

CAR.	DRIVERS.	Los Angeles.	San Bernardino.	Indio.	Mecca.	Arriv Ehrenberg.	Leave Ehrenberg.	Salome.	Buckeye.	Phoenix.	Elapsed Time	Running Time
POPE-HARTFORD	TREMAINE, GAGE	Nov. 5 10:55 p. m.	12:23 a. m.		Nov. 6 3:45 a. m.	10:09 a. m.	5:15 a. m.			11:18 a. m.		17:17
APPERSON	HANSBUE, GEHRICKE	11:00 p. m.	12:40 a. m.		4:21 a. m.	9:45 a. m.	5:05 a. m.			4:21 p. m.		22:01
DURO CAR	GATES, BRYAN	11:05 p. m.	12:59 a. m.		5:27 a. m.	11:47 a. m.	5:35 a. m.			1:14 1/2 p. m.		20:21 1/2
PARRY	DOLL, HORNE	11:10 p. m.	1:04 a. m.		5:08 a. m.	11:47 a. m.	5:40 a. m.			1:16 p. m.		20:13
KISSEL KAR	HERRICK, O. W. KERN	11:15 p. m.	12:56 a. m.		4:15 a. m.	8:47 a. m.	5:00 a. m.			11:12 a. m.		15:44
RAMBLER	SHERIFF, SCHRIVER	11:20 p. m.	1:09 a. m.		5:37 a. m.	3:52 p. m.	5:45 a. m.			1:03 p. m.		23:50
OHIO	HENWOOD-GRAEME	11:25 p. m.	1:17 a. m.		5:31 a. m.	11:39 a. m.	5:25 a. m.			2:56 1/2 p. m.		21:45 3/4
MAXWELL	SMITH	11:30 p. m.	1:33 a. m.		Out							
MERCER	BIGELOW, S. L. HARRIS	11:35 p. m.	1:35 a. m.		5:47 a. m.	11:25 a. m.	5:20 a. m.			12:33 p. m.		19:03
ABBOTT-DETROIT	STEARNS, C. HARRIS	11:40 p. m.	1:58 a. m.		8:30 a. m.	6:00 p. m.	5:50 a. m.					
FORD	SHERIFF	11:45 p. m.	2:15 a. m.		6:10 a. m.	8:25 p. m.	5:55 a. m.			1:42 p. m.		28:37
VELIE	BIGELOW	11:50 p. m.	1:46 a. m.		5:38 a. m.	11:42 a. m.	5:30 a. m.			1:32 1/2 p. m.		19:54 1/2
FRANKLIN	SPEIGEL	11:55 p. m.	1:34 a. m.		5:12 a. m.	10:00 a. m.	5:10 a. m.			11:21 1/2 p. m.		15:16 1/2
KNOX		12:00 p. m.	1:57 a. m.		5:49 a. m.	Out						

All cars must pass through San Bernardino, Beaumont, Palm Springs, Indio, Mecca, Dos Palms, Chuckawalla, Ehrenberg and Buckeye

### NOW IS THE TIME TO SELECT YOUR GIFT GOODS.

You not only get finest selections, but, owing to the enormous demand at Christmas time, by choosing your gift goods now you are sure to save big money. If you are not prepared to purchase now, we will accept a small deposit and place your selections in our fire-proof and burglar-proof vaults until such a time as you desire to take them away.

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